

the continuous examination program for approval to the Commandant (G-MVI), United States Coast Guard, 2100 Second Street, SW., Washington, DC 20593. When submitting a continuous examination program for approval the owner must show the continuous examination complies with § 452.9.

(b) The owner must mark the container with the letters "ACEP/USA/ (year continuous examination program is approved)" to indicate the container is being periodically examined under an approved continuous examination program. This marking must be as close as practicable to the safety approval plate. This marking must be on all containers covered by a continuous examination program by January 1, 1987.

(c) The owner of containers subject to this section shall have those containers examined in accordance with the program prescribed in this section regardless of whether the examinations are performed within or outside the United States.

(The information collection requirements contained in paragraphs (a) and (b) have been approved by the Office of Management and Budget under OMB control number 2115-0094)

[49 FR 15562, Apr. 19, 1984]

§ 452.9 Elements of a continuous examination program.

(a) Examinations required by § 452.7 must conform to the following minimum requirements:

(1) A thorough examination that must include a detailed visual inspection for defects such as cracks, failures, corrosion, missing or deteriorated fasteners, and any other safety related deficiency or damage that could place any person in danger. Any such deficiencies disclosed by the examination must be corrected by the owner before the container is continued in service. A thorough examination must be done each time a container undergoes a major repair, refurbishment or on-hire/off-hire interchange. In no case is the time period between thorough examinations to exceed 30 months.

(2) Each thorough examination must be performed by qualified personnel, trained and experienced in the detection of container structural damage.

(3) Each thorough examination must apply owner established or industry accepted pass/fail criteria to determine whether a container has any deficiency that must be remedied before the container is returned to service.

(b) Thorough examinations must be documented, and the records retained by the owner, until the next examination is completed and recorded. The records must include in addition to identification of the container, a record of the date of last examination and a means of identifying the examiner. The records must be maintained in an office under the control of the owner and be made available for inspection by the Coast Guard upon demand. If the original records are maintained outside the United States, its territories or possessions, supplementary records must be available in written or data processing form to be produced on demand of the Commandant or his representative.

(The information collection requirements contained in paragraph (b) have been approved by the Office of Management and Budget under OMB control number 2115-0094)

[49 FR 15562, Apr. 19, 1984]

PART 453—CONTROL AND ENFORCEMENT

Sec.

453.1 Unsafe and noncomplying containers subject to detention or control.

453.3 Detention orders and other orders.

453.5 Termination of detention orders and other orders.

453.7 Appeal provisions.

AUTHORITY: Sec. 4, 91 Stat. 1475 (46 U.S.C. 1503); 49 CFR 1.46(n).

§ 453.1 Unsafe and noncomplying containers subject to detention or control.

(a) Any container used in or offered for movement in international transport which does not have a valid safety approval plate attached to it is subject to detention or other control by a District Commander or Captain of the Port. However, upon receipt of evidence that a container which does not have a valid safety approval plate attached to it meets the standards of the convention, the District Commander or

§ 453.3

Captain of the Port may authorize limited movement of such container under conditions he deems appropriate. This paragraph becomes effective on January 3, 1979 for new containers and on January 1, 1985 for existing containers.

(b) If a District Commander or Captain of the Port finds that a container used in or offered for movement in international transport, even though it has a valid safety approval plate attached to it, is in a condition that creates an obvious risk to safety, he issues a detention order causing the container to be removed from service until it is restored to a safe condition. In addition to removing a container from transport, a detention order may require any special handling, including unloading prior to movement, necessary to ensure safety.

(c) If a District Commander or Captain of the Port finds that a container used or offered for movement in international transport has not been timely examined, the District Commander or Captain of the Port affixes to the container, at a place on the container where it will be readily noticeable to anyone loading or unloading the container, a mark or tag indicating that the container must be examined before being reloaded and again used in international transport. The mark or tag affixed by the District Commander or Captain of the Port indicates the place and the date on which it was affixed, and is capable of remaining legible and in place for at least 12 months. Such mark or tag must not be removed until the container is examined in accordance with § 452.3 of this subchapter. If a District Commander or Captain of the Port finds that container marked or tagged as provided for in this paragraph was reloaded and used or offered for movement in international transport without having been examined, the District Commander or Captain of the Port issues a detention order causing the container to be removed from service until it is brought into compliance.

[45 FR 37217, June 2, 1980, as amended at 47 FR 50496, Nov. 8, 1982]

49 CFR Ch. IV (10–1–98 Edition)

§ 453.3 Detention orders and other orders.

(a) The terms of any detention order or other order issued under § 453.1, to the maximum extent practicable, make provisions to avoid loss or damage to cargo.

(b) Written notice of any detention order or other order issued under § 453.1 is given immediately to the terminal operator, stevedore, or other person having actual control over the container involved. Prompt notification is also given to the owner of the container, or his agent. The notification identifies the container involved, its location, and describes the condition which gave rise to the order.

[45 FR 37217, June 2, 1980]

§ 453.5 Termination of detention orders and other orders.

(a) When a container, which is the subject of a detention order or other order, is restored to a safe condition or otherwise brought into compliance, it must be examined in accordance with § 452.3 and a new re-examination date marked on the container in accordance with § 452.1(b) of this subchapter.

(b) The owner or the owner's agent shall notify the District Commander or Captain of the Port who issue the order, in writing, that the container has been brought into compliance. Upon giving such notice, the owner, or his agent, may return the container to service.

[45 FR 37217, June 2, 1980]

§ 453.7 Appeal provisions.

(a) The owner, his agent, or the custodian of a container subject to a detention order or other order may petition the Chief, Merchant Vessel Inspection Division, Office of Merchant Marine Safety, U.S. Coast Guard to review that order.

(b) The Chief, Merchant Vessel Inspection Division, Office of Merchant Marine Safety, U.S. Coast Guard requires independent surveys to determine the extent of deficiencies, if necessary. Upon completion of his review, including review of the results of any required independent surveys, the